

VALUE ENGINEERING CHANGE PROPOSAL

MISSOURI DEPARTMENT OF TRANSPORTATION

☒ Conceptual Proposal ☐ Final Proposal
Date 8-10-11Contract ID 110527-501Job No. J5P2185County Cole Rt. 54Original Bid Cost 3,739,416.37Contractor Lehman Construcion LLCBy Ryan PorterDesigned By MoDOTPhone 573-796-8101VECP# 11-55 (to be completed by C.O.)VECP ☐ or PDVECP ☒**1. Description of existing requirements and proposed change(s). Advantages/Disadvantages**

Compacting in Cut is listed throughout each intersection improvement along Rte. 54. Lehman Construction proposes to underrun the Compacting in Cut in these areas provided that it is not deemed necessary when we excavate down to the top of the subgrade. We feel like there is existing sound base and rock and believe it should be left in place to be utilized.

2. Estimate of reduction in construction costs. 218,610**3. Prediction of any effects the proposed change(s) will have on other department costs, such as maintenance and operations.**

None

4. Anticipated date for submittal of detailed change(s) of items required by Section 104.6 of the Specifications.8-15-11

(date)

5. Deadline for issuing a change order to obtain maximum cost reduction, noting the effect of contract completion time or delivery schedule.8-15-11

(date)

Will result in Compacting in Cut in areas that could have been deleted.

(effect)

6. Dates of any previous or concurrent submission of the same proposal.(date and/or dates)

Additional Comments:

Upon completion of all the earthwork a final VE change order for the "compacting in cut" that was not used will be issued.

**** Portion Below This Line To Be Filled Out by MoDOT ****

Comments: A large portion of the "Compacting in Cut" is in areas adjacent to existing pavement. Performing "Compacting in Cut" at these locations would require an excessive "dropoff" situation. Based on the presence of large rock cuts throughout the limits of these projects, I feel that a large portion of the existing roadbed will be a sound subgrade composed predominantly of C/C material. "Compacting in Cut" would be performed if it is necessary. *8-11-11*

Submitted By Resident Engineer *[Signature]* Date *8-11-11*

Comments: of the grading work, a PDVE proposal would be issued for the amount approval of "Compacting in Cut" which was not performed. I recommend approval of this conceptual proposal.

Agree with comments above that given the circumstances, compacting in cut will not be necessary. As noted, if situations are encountered where subgrade work is needed, "Compacting in Cut" will be performed. Note this is a 25/75 VE split.

☒ Approval
☐ Recommended
☐ Rejection
☐ Recommended

[Signature] District Engineer *[Signature]* Date *8/12/11*

Comments:

☐ Approval
☐ Recommended
☐ Rejection
☐ Recommended

N/A

Federal Highway Administration
Required for FHWA Full Oversight Projects

Date

Comments:

25%

☒ Approval
☐ Rejection

[Signature] State Construction and Materials Engineer

Digitally signed by Dennis Brucks
DN: cn=Dennis Brucks, o=Field Office, ou=6N25,
email=Dennis.Brucks@modot.mo.gov, c=US
Date: 2011.08.22 09:01:21 -05'00'

Date

Distribution: Resident Engineer, Project Manager, District Construction & Materials Engineer, State Construction & Materials Engineer, FHWA
Value Engineering Administrator - MoDOT, P. O. Box 270, Jefferson City, MO 65102

VALUE ENGINEERING CHECK SHEET

TYPE OF WORK

(Check one that applies)

- ☐ Bridge/Structure/Footings
- ☐ Drainage Structures (RCP, RCB, CMP's, ect.)
- ☐ TCP/MOT
- ☐ Paving (PCCP, ect.)
- ☒ Grading/MSE Walls
- ☐ Signal/Lighting/ITS
- ☐ Misc

SUMMARY OF PROPOSAL

(If needed, condense summary to a couple of lines)

Eliminate Compacting in Cut, except where needed.

SCANNING OF DOCUMENT

If the proposal is large, please mark or make note, which pages need to be scanned into the database. If there are special instructions, make note of them here.
